

Applicant: Dan Mielke, et al
Serial No. 09/760,314
November 25, 2003

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

We claim:

1. (cancelled).
2. (cancelled).
3. (cancelled).
4. (cancelled).
5. (cancelled).
6. (cancelled).
7. (cancelled).
8. (cancelled).
9. (cancelled).
10. (cancelled).
11. (cancelled).
12. (cancelled).
13. (cancelled).
14. (cancelled).
15. (cancelled).
16. (cancelled).

Applicant: Dan Mielke, et al
Serial No. 09/760,314
November 25, 2003

17. (cancelled).
18. (cancelled).
19. (withdrawn).
20. (withdrawn).
21. (cancelled).
22. (cancelled).
23. (cancelled).
24. (cancelled).
25. (cancelled).
26. (cancelled).
27. (cancelled):
28. (cancelled).
29. (cancelled).
30. (cancelled).
31. (cancelled).
32. (cancelled).
33. (cancelled).
34. (cancelled).
35. (new): A method for manufacturing vehicle hulls by molding reducing or eliminating the need for stringers, comprising the steps of:

Applicant: Dan Mielke, et al
Serial No. 09/760,314
November 25, 2003

applying a top skin coat having a first mating portion within a top mold;
applying a bottom skin coat having a second mating portion within a bottom mold;
applying a structural adhesive to at least one of the mating portions;
closing the top mold and the bottom mold together, thereby forming a structural bond between the first mating portion and the second mating portion and creating a unitary hull piece including at least one cavity.

and, after the steps of applying the bottom skin coat and the top skin coat, the steps of:
allowing the bottom skin coat and the top skin coat to cure, and
filling one or more running strakes in the bottom mold with putty.

36. (new): A method for manufacturing vehicle hulls by molding reducing or eliminating the need for stringers, comprising the steps of:

applying a top skin coat having a first mating portion within a top mold;
applying a bottom skin coat having a second mating portion within a bottom mold;
applying a structural adhesive to at least one of the mating portions;
closing the top mold and the bottom mold together, thereby forming a structural bond between the first mating portion and the second mating portion and creating a unitary hull piece including at least one cavity,

further comprising the steps of:

applying a bottom layer of bulk fiberglass over the bottom skin coat and applying a top layer of bulk fiberglass to the top skin coat; and

removing air between the bottom layer of bulk fiberglass and the bottom skin coat and air between the top layer of bulk fiberglass and the top skin coat; wherein the mating portions are located on the bulk fiberglass, wherein the step of applying a layer of bulk fiberglass comprises the steps of:

applying at least one layer of chopped roving; and

applying at least one layer of knitted bi-directional reinforced fiberglass.

37. (new): The method of claim 29, wherein reinforcements for accessories are added between the steps of applying at least one layer of chopped roving and applying at least one layer of knitted bi-directional reinforced fiberglass.

38. (new): A method for manufacturing vehicle hulls by molding reducing or eliminating the need for stringers, comprising the steps of:

applying a top skin coat having a first mating portion within a top mold;

Applicant: Dan Mielke, et al
Serial No. 09/760,314
November 25, 2003

applying a bottom skin coat having a second mating portion within a bottom mold;
applying a structural adhesive to at least one of the mating portions;
closing the top mold and the bottom mold together, thereby forming a structural bond between the first mating portion and the second mating portion and creating a unitary hull piece including at least one cavity,

further comprising the steps of:

applying a bottom layer of bulk fiberglass over the bottom skin coat and applying a top layer of bulk fiberglass to the top skin coat; and

removing air between the bottom layer of bulk fiberglass and the bottom skin coat and air between the top layer of bulk fiberglass and the top skin coat; wherein the mating portions are located on the bulk fiberglass, further comprising, after the step of applying the bottom layer of bulk fiberglass and applying the top layer of bulk fiberglass, thereby forming a top bonding surface and a bottom bonding surface, the step of grinding out bumps or overlaps in the bonding surfaces before closing the top mold and the bottom mold together.

39. (new): A method for manufacturing vehicle hulls by molding reducing or eliminating the need for stringers, comprising the steps of:

applying a top skin coat having a first mating portion within a top mold;

applying a bottom skin coat having a second mating portion within a bottom mold;

applying a structural adhesive to at least one of the mating portions;

closing the top mold and the bottom mold together, thereby forming a structural bond between the first mating portion and the second mating portion and creating a unitary hull piece including at least one cavity,

further comprising the steps of:

applying a bottom layer of bulk fiberglass over the bottom skin coat and applying a top layer of bulk fiberglass to the top skin coat; and

removing air between the bottom layer of bulk fiberglass and the bottom skin coat and air between the top layer of bulk fiberglass and the top skin coat; wherein the mating portions are located on the bulk fiberglass, further comprising, after the steps of applying the bottom layer of bulk fiberglass and applying the top layer of bulk fiberglass, the steps of:

placing clay on the bottom mating portion after the bottom layer of bulk fiberglass has cured;

test-closing the top mold and the bottom mold together;

separating the top mold and the bottom mold; and

measuring the thickness of the resulting mass of clay.

Applicant: Dan Mielke, et al
Serial No. 09/760,314
November 25, 2003

40. (new): The method of claim 32, further comprising the step of resurfacing the bottom mating portion or the top mating portion to accommodate structural adhesive where indicated by a lack or an excess of the optimal thickness of clay.

41. (new): The method of claim 33, wherein the optimal thickness is approximately 1/8" to 3/4".